AMENDMENTS TO THE SPECIFICATION

Please replace the following numbered paragraph **[0038]** of the Specification. Applicant has included herewith a marked up version of the replacement paragraph, marked with underlined to indicate any insertions and strikethroughs deletions.

[0038] An initial embodiment of my improved vehicle is shown in Fig. 2 as a medium duty truck/bus. This initial embodiment of the invention is easily distinguished from the prior art typical medium duty truck/bus of Fig. 1 by its lower load floor 28a, which allows top 28b on load compartment 28 to be lower. Lower top 28b gives the vehicle a lower profile overall. The lower load floor 28a has fewer steps (not shown) up to the load floor 28a. In its most preferred embodiment, shown in Figures 11-12 and 15-16, my medium duty truck/bus can have a load floor 28a as low as only 16-18 inches above the road surface (not shown) under wheels 10 and 12. At least one step up to the load floor 28a. In my preferred embodiment, two steps are eliminated. As indicated above, fewer steps up to the load floor benefits deliveries and delivery personnel for trucks, and passengers for busses. Also as indicated above, the lower vehicle profile permits access to more underground garages and can enhance vehicle gas mileage. In the city, busses often pick up passengers from a curb. Curbs are typically about six inches high. I contemplate that a forward section of a city bus can configured to have a load floor of only about 12 inches above the roadway, so that the step up from the curb would be only about six inches or less. This permits the city bus to use a simple, inexpensive, quick acting and durable ramp to load disabled passengers, instead of an expensive, non-durable, and slow acting complex lift system. Such a ramp can also be a significant aid to airport bus passengers burdened with heavy luggage.